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WHISKY.
H. PRICE & CO.
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PURPLE MELLOW

Hongkong Daily Press.

ESTABLISHED 1857

No. 13,506 號陸零百伍千零萬第 日式十月伍年柒十二緒光

HONGKONG, THURSDAY, JUNE 27TH, 1901. 売年禮 號柒十式月陸年壹零百九千壹英港香 PRICE, S2 PER MONTH

WATSON'S
"B"
SUPERIOR VERY OLD
COGNAC
BRANDY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brandy to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.
is obtainable in Hongkong of their Agents.
SIEMSSSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. ...Every 10 minutes.
8.30 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 3.30 p.m. ...Every 10 minutes.
3.30 p.m. to 8.00 p.m. ...Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., every 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 10.00 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.
NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA CYCLE EMPORIUM.

The pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOEE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs effected with promptitude and skill. Enamelling a specialty.

MCKIRDY & CO.
43 & 48, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.
\$5.50 per Cask of 375 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHUWAN, TÖMÉS & CO.,
General Managers.
Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE,
Manager.

Hongkong, 17th February, 1899.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & CO.'S INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

VERY OLD SCOTCH OLD VATTED WHISKY.

EXTRA SPECIAL FINEST LIQUEUR

WHISKY.

THESE BLENDS ARE COMPOSED ENTIRELY OF THE

FINE PRODUCTS OF WELL-KNOWN HIGHLAND DISTIL-
LARIES, THOROUGHLY MATURED IN SHERRY CASKS IN
BOND, AND ARE UNRIVALLED IN DELICACY OF FLAVOUR

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 26th June, 1901.

PHOTOGRAPHIC

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

AERATED WATERS.

WATKINS'

CROWN BRAND.

UNSURPASSABLE FOR PURITY AND

FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED.

THE VICTORIA DISPENSARY

HONGKONG.

AERATED WATERS.

SIMPLY AERATED WATER.

LEMONADE.

SARSAFARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SPECIAALITIES

AYALA CHAMPAGNE, EXTRA QUALITY.

This is one of the most Popular Brandy in London. Supplied to ALL the principal Clubs and Hotels.

PRICE...

ROUSSILLON CHAMPAGNE, RESERVE CUVEE.

The Favourite Brand in NAVAL and MILITARY Messes.

PRICE...

"DRY ROYAL" SAUMUR.

A most delicious Sparkling wine and extremely moderate in price.

PRICE...

BUCHANAN'S WHISKY. "BLACK & WHITE" HOUSE OF COMMONS

This splendid and well-known Whisky has one of the Largest Sales in England and the Colonies. It is wonderfully MELLOW and WELL MATURED.

PRICE—Per Doz. \$15.00.

SPECIAL RATES to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO.

PILSENER BEER

LONG BOTTLE

\$13.00

14.00

14.00

G. GIRAUT.

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSEN & CO.

SOLE AGENTS.

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1901

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WILL'S THREE CASTLE and NAVY CUT CIGARETTES.

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SLAZENGER'S TENNIS RACQUETS, and TENNIS BALLS.

SANDOW'S GRIP DUMB BELLS.

LADY'S and GENTLEMEN'S BOOTS and SHOES (Brown and Black).

LAMBERT and BUTLER'S LOG CABIN TOBACCO.

23 & 25, Queen's Road, Hongkong.

CHARLES MODERATE.

150

COTTAM & CO.

HONGKONG HOTEL BUILDINGS.

CELLULAR CLOTHING. LIGHT, DURABLE, and COOL.

A FULL STOCK OF TENNIS SHIRTS, DAY SHIRTS AND SINGLETS.

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The Column, by C. Marriott

Five Years of My Life, by Alfred Drury

Certain Personal Matters, by H. G. Wells

War's Bright Side, by Julian Ralph

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Rose Amara, by G. Egerton

A Vanished Rival, by J. Blundell Burton

Sidelights on the March, by H. F. Macbeth

INTIMATION.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

HONGKONG.

Hongkong, 31st May, 1901.

the principal, of course, being that of the difficulty of securing an island. Another difficulty mooted was the means of conveyance, the weather being sometimes such as to make the passage across a drawback. The first of these difficulties has vanished with our recent territorial aggrandisement. The colony now possesses a large choice of territory on the mainland for the purpose, to say nothing of several islands within easy reach, and with large unoccupied slopes available. The island of Hongkong is, as "Puzzled" remarks, much too overcrowded to be used as a cemetery, more especially for corpses from the mainland, where there is a practically unlimited choice of sites. If, however, it is decided to select a site for a new cemetery on the mainland, it would be necessary before doing so to carefully study the conditions, including the water-supply for the peninsula, and the great growth of population along the shores of this harbour. A general cemetery, if on the mainland, should be accessible by a good road or railway, or it would make the cost of interment a serious matter to the poorer classes. Probably the best, and, on the whole, most easily accessible site for the people of Hongkong would be on Lamma Island. Regular means of communication would have to be maintained by Government, and the charges made for passages across for funerals a very nominal fee. This grim ferry could never be expected to prove a commercial success; its cost would practically have to come out of the rates. A separate cemetery for Kowloon should, in any case, be provided at once. The sight described by "Puzzled" of a cargo of corpses being towed over to Hongkong for burial is certainly a scandal in this age, and would be a disgrace to any place. We trust the Sanitary Board will take up this question at once and in earnest. It does not admit of delay. The transport of the dead from Kowloon to Hongkong is on the face of it most unreasonable and unnecessary. The whole question of the future interment of the dead should be gone into carefully and exhaustively, with a view to its early settlement on sanitary lines, and with a view to relieving this island from the necessity of providing a new necropolis.

The statement of the *Daily Mail's* Capetown correspondent, which is transmitted to us in Reuter's telegram, published in another column this morning, will assuredly confirm the suspicions of those who recently protested that the British Government must be holding back intelligence. The Government's reply was in the form of a denial of this accusation and a declaration that they were publishing the news sent to them by Lord KITCHENER. Alarmists no doubt have concluded therefrom that the Commander-in-Chief has been keeping something back. And yet it must be remembered that the startling report of the *Daily Mail* awaits confirmation. Without wishing to cast any doubt on the good faith of the correspondent in question, we must remember that the course of the South African War has been marked by the circulation of most extraordinary rumours, and that it has invariably proved best in the long run to suspend judgement and not to be led away by first reports either as to successes or failures. The curious point about the present story is that there have been absolutely no intimations leading up to the expectation of the presence of so great a force as 7,000 to 10,000 Boers in Cape Colony. The immediate occasion for this suggestion was the then crowded condition of the Chinese cemeteries on the slopes of Mount Davis. It was believed by many persons competent to form an opinion that the inauspicious condition of the Western portion of the city, more especially the district along Bonham Road, was due in great measure to the exhalations carried by the westerly breeze from these cemeteries over that district. It was also considered that the cemeteries in Happy Valley were becoming too crowded, and that at no distant date they would have to be closed. These evils have become greatly intensified since then, and the need for fresh burial accommodation has become urgent. All the objections then raised against existing cemeteries have become accentuated both by reason of their crowded condition and by the necessity for providing a separate burial ground for the victims of plague. The question has not escaped the attention of the Sanitary Board, for at a recent meeting they decided to send in a recommendation to the Government that the present plague-cemetery, which forms the most conspicuous object in entering the port through Sulphur Channel, should be closed, and that a new one should be opened in Sandy Bay.

This recommendation is certainly by way of improvement, because this cemetery is within the waters of the harbour, and is therefore an eyesore and an affliction. But the Sanitary Board might have gone much further than this. When, as we have stated, it was proposed to find a site for a new cemetery, we proposed that an island should be acquired from China by the British Government for the purpose. Objections were raised to this proposal,

We could have had peace by self-effacement, but we could not have held our own by any other methods than those we adopted. It is because Lord MILNER's views are firmly held by the majority of the nation that no place has been found for the despair which might otherwise be entertained. In concluding his speech on the 25th ult., Lord MILNER said that he fully believed the time was coming—Heaven knew how we desired it quickly—when all the qualities of gentle, forbearing statesmanship might be called for. He did not say there was no scope for them to-day, but it was essential for success in the future that they should not mar the conclusiveness of the final scenes of the present drama. Even should this last piece of news, which to-day's telegram brings, be proved true, the situation will be unaltered. Long as the task may be, the only policy will be conquest first and generous conciliation after. To offer the latter without securing the former can be to lose what we have already won:

The English mail of the 25th ult. was delivered in London on the 24th inst.

Yesterday morning one Chinese case of small-pox in the colony was reported by the Sanitary authorities.

On Tuesday night the U.S. gunboat *Bowrington* left for Shanghai. The German gunboat *Juguar* left yesterday for Pukhau.

Yesterday the British transports *Chingtao* and *Iota* arrived from Weihaiwei and Calcutta respectively, while the *Patela* and *Iota* left the former for Taku, the latter for Calcutta.

The N.C. *Daily News* has received the following unsigned telegram, dated Tongku, 29th June, 5.30 p.m.:—"Threatened strike at coal mines. Kuiping miners stop working out-look uncertain." The news is not confirmed.

The open-air concert at the Mount Austin Barracks, which was postponed owing to the very unfavourable state of the weather on the 19th inst., is to be held this evening at 8.30. The programme, which is a large and varied one, was published in our issue of the 19th inst.

Mr. A. G. Wise, *Puisne Judge*, was yesterday sworn in by H.E. the Governor as Acting Chief Justice during the absence on holiday of Sir John Carrington, C.M.G., who sailed by the *Empress of China* yesterday for a three months' tour in Japan. Mr. T. Sercombe Smith, Acting Colonial Secretary, will resume the office of Acting *Puisne Judge*.

A water polo match between teams representing the V.R.C. and 25th Co., S.D., R.A., will be played to-day at V.R.C., Kowloon, at 5.30 p.m. sharp. The following will play for the V.R.C.—Goal—L. E. Lammett; Backs—F. W. White and H. Rapp; Half-Back—C. M. Alves; Forwards—C. Humphreys, F. K. Tata and T. Andrews. The game last evening between the V.R.C. and the R.W.F. ended in the Fusiliers being routed by seven goals to two.

People returning from Vladivostock report says the *Japan Mail*, that the fiscal policy now pursued by the Russians is effectually strangling trade. There has already been a great exodus of Japanese, and it is anticipated that if the present system continues to be enforced, the number of Chinese ships will soon be reduced to six or seven. Rumour says that a part of the tariff will be changed from next month, but there does not appear to be any certainty whether the change will encourage or deter foreign enterprise. It is, of course, possible that Russia desires to drive out all aliens. Without knowing her intention it is impossible to criticise her policy.

A *Mainichi* telegram of the 12th inst. says—The German Government notified the Powers recently that the allied council of war at Peking had decided to re-establish the Allies Headquarters in North China in order to control the allied troops that remain. Some Powers are reported to have raised objections to the resolution on the ground that it was not the unanimous decision of the council. The Japanese authorities are reported to be opposed to the establishment of the Headquarters in the present condition of affairs in North China, although they recognise that it will have to be re-established if any further movements of the Allies are necessitated. The American Government is silent on the matter; but it is understood that they are in favour of abolishing the Headquarters.

We regret to learn the death of Mr. F. J. Parrott, B.A., the late General Manager for India and the East of the Vacuum Oil Company. Mr. Parrott, we are informed by the representative of the Company, arrived in India towards the end of 1893, and took over charge of the Vacuum Oil Company's business. Through Mr. Parrott's exertions and under his regime, the business of the Company has been so extended as to necessitate the employment of an immense staff. Mr. Parrott, in addition to being in charge of all the offices in India, had also the management of the Company's business in Singapore and the Far East, and during his seven year's stay in India made occasional visits to the Straits Settlements, China, and Japan to promote the Company's affairs. Mr. Parrott who came from a well-known literary family in Liverpool, was a graduate of Dublin University, and was brother of Dr. Parrott, LL.D. of Edinburgh. He was of a genial disposition, and was exceedingly popular. The deceased gentleman was a captain in the Royal Volunteer Rifles. In him the Vacuum Oil Company have lost a manager who always had the welfare and interest of all his subordinates at heart.

H.M.S. *Algerine* has gone to Hankow to relieve H.M.S. *Brisk*, which proceeds to Japan.

The *Echo de Chine* says that the concession for the Yunnan Railway has been granted for 75 years.

The Japanese cavalry in North China were to leave Peking for Taku on the 16th inst. on their way home to Japan.

Reports are current in Shanghai that Li Hung-chang has bought back the Tientsin Arsenal from the Russians, who took possession of it at the time of the trouble at that port.

The temporary hospital which was opened at Nagasaki by the French Government for the reception of wounded and invalided French troops from North China has now been permanently closed. Some of the properties used in the hospital have been sold.

On the 20th inst. the Shanghai Cricket Club invited the I.M.C., the match being stopped by rain with the position thus:—S.C.C. 72 and 92 for six (innings declared), I.M.C. 31 and 38 for five. Mr. J. Mann for the S.C.C. took in all 13 wickets for 14 runs.

The Tientsin Chamber of Commerce has addressed a note to the Doyen of the diplomatic corps in Peking, requesting that the Allies Administration Yamen (the Provisional Government) may be made permanent, in order to ensure the protection of foreign interests.

It has been decided at Tientsin to have an annual celebration of the siege and relief of the Settlements, in the shape of a banquet on the 23rd June, on which day last year the relief was virtually effected. The Gordon Hall was set aside as the place in which this annual banquet shall be held.

At a meeting of the Cabinet at Seoul it was decided to reject the French loan contract. The Korean Government had already expressed a wish to borrow money from two or three Japanese banks if the French loan should fall through. The Japanese Government refused to guarantee a loan, and the matter was dropped. The Korean Government is now reported to be enquiring if the Katsuma Cabinet will assist to reach an agreement.

The reliefs and reinforcements for the German section of the Garrison in Shanghai arrived there on the 21st inst. on board the transport *Crefeld*, and were marched to their Camp in the neighbourhood of Sinzu. The relieved troops, consisting of a couple of companies of infantry, each headed by fife and drums, marched down the Nanking Road and Band on the same afternoon and embarked upon the transport for conveyance back to Germany.

Some time ago it was reported that Mr. Müller, fourth engineer of the N.D.L. steamer *Preussen*, did not return to the steamer after he left her at Yokohama on May 16th, and it was supposed that he was drowned. On the 10th inst., says the *Japan Gazette*, a human body was found floating in the harbour, and, though it was in an advanced stage of decomposition, it was identified as that of the missing engineer. The remains were handed over to the local agents of the steamer to which the deceased belonged.

It was rumoured in native circles in Shanghai last week that Chang Yen-mao, former Director of the Imperial Railway of North China and of the Kaiping Mine, had been appointed Director-General of the mines in Chihli and Jehol (Manchuria). It was further reported that he is borrowing foreign capital to develop these mines. However, according to another report Chang Yen-mao is to be made "Director-General of the Tientsin-Shanhaikwan Line."

In the I.M.C.'s first quarterly returns this year, one of the places mentioned is Yatung in Tibet, where there is a Custom House which collects nothing but figures. The trade seems to have fallen off somewhat in 1901, for the loads carried inwards and outwards were only 20,045 against 22,484 last year. The import of cottons and woollens looks rather large, but it is given in yards; other imports were numerous, but in small quantities. The exports were not very large; they included 8,400 lamb skins and 6,000 piculs of sheep's wool.

The N.C. *Daily News* states that, in response to the request of the Committee of Ministers at Peking on the Huangpu (Whangpoo) Question that a member of the Shanghai General Chamber of Commerce should go to Peking to discuss the Conservancy question, Mr. E. A. Hewett will leave for Peking early this week. In a leader-note our contemporary says:—"It is a great satisfaction to those in and out of the Chamber of Commerce who have been hammering away at this question for over a quarter of a century to find it seriously taken up at Peking at last. Ten years ago a subscription was raised by the Chamber of Commerce for preliminary expenses, and five years ago after attempts to secure a leading English engineer, M. de Rijke, whom no one has a better knowledge of the subject, made another survey and report, his fee being \$10,000 (gold), for which the Chamber made the necessary arrangements. Three years ago the Chamber submitted to Peking a scheme for the rectification and conservancy of the river and its approaches; and now the Committee of Ministers is taking the matter seriously in hand; and it is with great satisfaction that we learn that Mr. E. A. Hewett is returning to Peking early next week to discuss the question with the Committee. We hope that the Chamber will succeed in their contention that the matter should be put in the hands of an international board. Strong efforts are being made to have it put altogether in the hands of the Foreign Customs; but there is a preponderance of reasons in favour of entrusting the work to an International Conservancy Board."

We do not hold ourselves responsible for the opinions expressed by our correspondents.]

A DANGEROUS ROAD.

TO THE EDITOR OF THE "DAILY PRESS."

Bowen Road Filter Beds, 26th June.

SIR,—My attention has just been called to a letter under the above heading and signed "Paterfamilias," which appeared in your issue of the 22nd inst. As no doubt the writer is the person referred to, and to the one and only inference is that I was riding furiously, I must ask your kind consideration to allow me to reply.

Firstly, I was not riding furiously. I think I am sufficiently well known in the colony and know the colony well enough not to ride furiously along such a place as Bowen Road. Secondly, as I explained to "Paterfamilias" at the time, I was capable of stopping my horse in less than 10 paces even had I been riding furiously. Thirdly, "Paterfamilias" invaded my home and used heated and abusive language, which was certainly uncalled for.

With regard to his dog: perhaps he was looking for a "basket of whelps" left out to the tender mercies of the world on McDonnell Road and found in a starved condition by one of my coolies.

I have nothing to conceal in the matter and therefore use no *nom de plume*.—I am, Sir, Yours, etc., J. ROSS, Overseer, Water Works.

TELEGRAMS.

"DAILEY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 26th June, 7.45 p.m.

PRINCE TUAN BOUND FOR PEKING.

A Lanchau letter has reached Nanking, stating that Prince Tuan with several thousand Mongol horsemen has passed Hengchong and is proceeding to Peking.

GENERAL NEWS.

LONDON, 25th June, 7.55 p.m.

FATAL ACCIDENT TO MR. HAY'S SON.

King Edward, Lord Roberts, and President Louhet have all telegraphed to Mr. Hay messages of sympathy on the death of his son Adalbert, who fell from an hotel window and was killed.

PLAQUE ON A LINER.

The *Carlisle City* has arrived at San Diego with several cases of plague on board. Five of the crew and one Chinese passenger died at sea.

THE MARKETS.

Cotton tends upwards. Yarns are in a corresponding condition. Copper is lower.

REUTER'S SERVICE.

LONDON, 24th June.

7,000 TO 10,000 BOERS IN CAPE COLONY.

The correspondent of the *Daily Mail* at Cape Town states that the invaders are swarming in the eastern and midland districts of Cape Colony, and that they number from 7,000 to 10,000 men. The Colony from Dordrecht to Willowmore, across to Kenhardt, and on to Namaqualand is virtually in possession of the Boers.

LONDON, 24th June.

SOUTH AFRICA—THE WATERKLOOF FIGHT.

The engagement with the Boers at Waterkloof is now confirmed. It appears the British were pursuing the enemy under Commandants Malan and Kritzinger, when they were waylaid at daybreak by another force pouring in a heavy fire as the column was preparing to start. The fight lasted 2½ hours.

CHINA AND THE IMPORT DUTY ON OPIUM.

Lord Cranborne states that the question of an increase in the import duty on opium into China has not yet arisen.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

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PROPOSED REOPENING OF BEACONSFIELD ACADEMY.

[TO THE EDITOR OF THE "DAILY PRESS."]

28th June.

SIR,—Will you permit me to earnestly entreat—to beg—to pray intending occupants not to resume residence in Beaconsfield Academy for a further period of at least three months. This entreaty on my part is but a public duty.—Yours, etc.

"BUBO"

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 10 fresh cases of plague and 8 deaths (all Chinese).

Mr. Primrose's condition is improving, and

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will take place to-day, Thursday, 27th June at 4 p.m.
ORDERS OF THE DAY.

1. Letter from Government forwarding an extract from a letter of the Chamber of Commerce.

2. Correspondence relative to the provisions of public bath-houses for Chinese women.

3. Provision for two additional Senior Inspectors in the Estimates for 1902.

4. Reply from Government relative to the construction of a new approach path to Kennedy Town's Plague Cemetery.

5. Appointment of two temporary Inspectors for disinfection.

6. Reply from Government regarding the planting of trees in the Kennedy Town Plague Cemetery.

7. Reply from Government relative to the Inspector's quarters at Kennedy Town.

8. Mr. Ed. Osborne, pursuant to notice, will move:

That the Board recommend the Government to enact:

That every domestic building hereafter erected, of a greater depth than forty feet (as measured in accordance with sub-section (e) of section 56 of the Public Health Ordinance of 1901), shall be provided by the owner with a glazed skylight in the roof, of a total area of not less than one-twenty-fifth of the total floor area of such domestic building, and every upper floor shall be provided with a well-hole, corresponding in position and area, to such skylight.

Provided that no such provision shall be required in the case of domestic buildings which are, in the opinion of the Sanitary Board, adequately supplied with windows opening into a side street or other open space of a width of not less than fifteen feet, in addition to being lit from the front.

The Vice-President, pursuant to notice, will move:

That the Board urge the Government to insert in the new Building Ordinance or otherwise enact without undue delay the following provisions:

(1) No building shall exceed 15 times the width of the street upon which it fronts, as measured from the outer edge of the foot-path on one side to the outer edge of the foot-path on the opposite side.

(2) The width of any street which is not provided with a foot-path shall be the shortest distance measured between the main walls of the buildings on the opposite sides thereof, or the building line as determined by the Director of Public Works where there is no building opposite.

(3) No verandah shall be erected in any street which is not provided with a foot-path of the width of 10 feet on that side of the street on which it is proposed to erect the verandah.

(4) No balcony shall be erected in any street which is not provided with a foot-path of a width of four feet six inches on that side of the street on which it is proposed to erect the balcony.

G. A. WOODCOCK,
Acting Secretary.

AGENDA.

1. Correspondence relative to the finding of rats in the neighbourhood of the Parade Ground.

2. Application for the erection of a urinal on the first floor of the Hongkong and Shanghai Bank.

3. Letter from Messrs. Leigh & Orange relative to the "certificate of occupation" for certain house on Hongkong Island Lots 222 and 223.

4. Correspondence relative to the well at No. 14, Des Voeux Road Central.

5. Minutes by the Medical Officer of Health relative to precautions against Plague.

6. Mortality Statistics for this Colony for the weeks ended the 8th and 15th June, 1901.

7. Mortality Returns from Macao for the weeks ended 9th and 16th June, 1901.

POLICE COURT.

Wednesday, 26th June.

BEFORE MR. HAZKLAND.

ILICIT OPIUM.

There were five cases of illicit possession of opium, the fines ranging from \$2 to \$15.

TWO THIEVING YOUNGSTERS.

Two Chinese boys were charged with snatching a gold watch-chain, locket, and some gold trinkets from the person of Mrs. F. Frampton.

Mrs. Frampton stated that it was walking along Queen's Road West on Tuesday at 2 p.m. she saw two boys, the accused, coming out of the Douglas Lane. The second accused pushed the first against her, and he snatched the chain and other articles from her dress. Then the two ran again down the lane. Complainant told an Indian constable who, however, seemed unable to do anything for her. She then went to the Central Station and reported the matter.

The Chinese accountant of Tai Pong's pawnshop at No. 95, Queen's Road West, stated that at 2 p.m. the second defendant brought the chain and trinkets to his master's shop to pawn them, saying they belonged to his mother and she wanted \$7 on them. Suspecting that it was stolen property, he took the boy to the police station, where he was detained. First defendant pleaded guilty. His accomplice in the crime declared that the former had given him the chain asking him to pawn it. He did not know it had been stolen.

His Worship sentenced both young thieves to six weeks' hard labour and twelve strokes with the birch.

BEFORE MR. KEMP.

TWO CASES OF ASSAULT.

Mr. N. Noor, of Wan Chai Street, a building foreman, was assaulted by a Chinese bricklayer, by name U Tse. As defendant failed to appear, the court ordered his bail of \$15 to be forfeited.

Chan Teo Wing, fortune-teller, of Praya West, was assaulted by an angry customer, who did not like the way complainant prophesied his future. Accused had to pay a fine of \$15 or do three weeks' hard labour.

TRESPASSING ON WAR DEPT. PROPERTY.

G. M. P. Sergeant William Haleop charged an Indian barber with trespassing into a tenement, the property of the War Department.

Defendant was given the option of paying a \$5 fine or going to prison for fourteen days.

EXPORT CARGOS.

Per steamer *Rhipeus*, sailed on the 14th June. For Liverpool—50 pugs. tea (particulars unknown), 1,700 bales hemp, 22 bales mats, 100 cases palm leaf fans, 5 cases bamboo, 22 cases private effects and curios, 2 cases cigars. For Manchester—25 bales waste silk.

Per P. & O. steamer *Paramut*, sailed on the 22nd June. For London—90 bales waste silk opt. Manchester, 64 h.c. tea from Amoy, 327 boxes tea from Macao, 1 case cigars from Manila, 1 case cigars, 2 cases books, 10 cases bristles, 70 cases vermillion, 4 cases camphor-wood trunks, 30 plgs. tea, 15 cases silk, 50 bales raw silk, 2 cases grasscloth, 1 case effects. For Lyons—335 bales raw silk. For Maroc—219 bales raw silk, 2 cases lacquerware, 1 case silk.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 15th June:

Li Hung-chang's family arrived here on Wednesday afternoon, and proceeded direct to Peking after a brief halt.

The villages west of Peking are being heavily taxed by the brigands whom they are compelled to support both in money and kind.

Yuen Shih-kai has adopted the plan of the Provisional Government in having a box for the reception of petitions and suggestions of reform.

Prince Ching and Li Hung-chang are strongly opposed to the Court's proposal to institute a poll tax, as they opine it must inevitably lead to trouble in the country.

The "Allied Villages" movement is reported to be spreading in all directions, and it is now stated the Russians have had trouble with them beyond Shanhaikuan.

The Chinese believe the fire in the Palace must have been caused by electricity, as no one was in the building, which is a detached one without anyone living near it.

Prince Ching and Li Hung-chang are reported to have solicited the aid of a Japanese official in the Municipal control of Peking, but we have serious doubt as to the truth of this.

The Chinese philanthropies are endeavouring to get the Foreign Legations to choose an entirely new site outside the Tartar City, offering to pay all expenses of removal, and erection of spacious hospitals and barracks.

The Imperial silk looms at Souchow and Ninghao are to be stopped, and added to the silk factory at Hauchow, so that greater economy may be exercised in the supply of the Imperial silks, from one factory instead of three.

The *Jui Ji* comments on the English schools being opened in the City by Chinese who are not only uneducated in Chinese but only know a smattering of English. The teachers make a considerable profit out of selling foreign books and stationery to their pupils.

An Edict of the 5th inst. orders students of the Haolin College to turn their attention to the study of the national history, national laws, international treaties and laws, and the sciences, and prohibits such exhaustive study of poetry and classics as has prevailed hitherto.

In Hoo-nan near the borders of Chihli Province a Society calling itself the Heavenly Society recently started and enrolled several thousand members, each of whom wore a ring on the right hand with the characters of the Society.

The leader has been arrested by an official named Ching Fu-hien and the Society will probably be broken up.

A FRENCH JOURNALIST ON THE BRITISH ARMY.

M. Germain Bapst, who was a candidate of yesterday's election for a vacancy in the Institute, and will, I believe (writes the Paris correspondent of the *Times*) before long be successful, publishes a leading article in the *Figaro* entitled "The British Army." It is with rare satisfaction that I transmit the following extracts, for I am anxious that the English reader should have the pleasure of perusing an article by a representative French journalist who is not afraid of according to England full praise for the valorous qualities of her soldiers and the energy and perseverance of her national character, and feels himself sufficiently master of his subject to say exactly what he thinks. He does not seek for popularity by disparaging what he knows to be worthy of praise and subordinating his knowledge of his subject to the ignorance of the generality of his readers. Nor has he fallen into the opposite error. If he has praised unreservedly, he has very rarely paid weight to his observations.

"England is a nation that is faithful to precedent and dislikes changes. In the army, more than anywhere else, there is a refusal to make innovations, and an endeavour to keep to the old lines. The English Army is, therefore, an old army, whose traditions are to the staff, armament, manœuvres, and recruiting are out of date. So it has always been in history, but at the same time, whenever things have become serious and demanded change, English tenacity has done its best to draw up the reforms required, and has carefully carried them out. The Transvaal war will show us once more how specially and cleverly the English Army modifies its organisation and tactics. The armament of the troops especially the artillery, is not equal to those of other countries. In the Transvaal, for instance, the English guns were much inferior to those of the Boers."

"There was no reconnaissance department, no advance guard, and few or no outposts at the beginning of the war. We certainly do not

believe that the British Government is lightly seeking a conflict, but it wants to enforce its will on the world and it knows that this requires the possession of force. The English are a practical people. They do not take the trouble to discuss matters with men whom they know to be incapable of resisting them. With those whom they deem of equal strength they usually agree to treat. To those who are stronger than themselves they yield. This should be a warning to the statesmen at the head of our country. *Si vis pacem para bellum.*"

also great conceptions. It is not my purpose to write the strategic history of the Transvaal war, but I may point out its great moral features. Two of these are especially striking—the tenacity that is never discouraged by failure, and the decision which can assume responsibilities and go straight to its goal without hesitating for difficulties or accidents. Accordingly, Sir Redvers Buller, who has here been loaded with sarcasm, has remained popular in London, and it must be said, justly so. The English popular mind cherishes the ideal of the man who is bent on his task and does not let himself be discouraged.... As to the decision which a general ought to possess, we may cite the case of General French, who rode to relieve Kimberley when it was at its last gasp, and did not hesitate to lose half his cavalry to attain his object, knowing well that the stake was worth more than a thousand horses....

"The transport services were ably managed from the spring of 1900 by Colonel Sir E. Ward, now Permanent Under-Secretary for War.

Thanks to him, 200,000 men, moving over a territory more than twice the size of France, have been supplied with food and munitions without any appreciable mistakes. Yet Cape Town, his reviving base, is as far from Pretoria as Amsterdam from Lisbon. The sanitary organisation was at first inadequate, but has been remedied; and since June, 1900, everything has been in good working order....

These are groups of facts which cannot be forgotten before those among us who were charged with preparing and organising our Madagascar expedition. England alone can

transfer 200,000 men to a point across the ocean and maintain them there for several years. She alone has a navy and mercantile marine large enough for such an enterprise....

Thanks, moreover, to her industry and dockyards, she can double her fleet in an emergency, as she did in the Crimean war.

"This material power is rendered still more effective by England's exceptional geographical position, for she is at once protected against any invasion and capable of making a descent on any point of the world that she may choose.

Hitherto her statesmen, from the commencement of the century at least, have disclaimed any idea of aggression, and the Government had been

only anxious to possess an army for the defence of the soil. The Transvaal war and the contemplated military reforms seem to prove that this state of mind is undergoing a change, and that there is an idea, not of intervening in Europe, but of acting far off in the colonies or at sea with a military strength which could not be equalled by any other nation. Mr. Brodrick's scheme seems to us explicit on this point.

If to these 120,000 men of the mother

country we add the contingents of mounted

colonial troops which have just proved their

strength in the Transvaal, we see what a

powerful army England will in future

have at her disposal. Coupled with this

fact the demand constantly made by all parties,

Conservative or Radical, for the increase of the

Fleet, which is already so large, and we may ask

for what object except conquest England is

accumulating such forces. We certainly do

not believe that the British Government is

light-heartedly seeking a conflict, but it wants to

enforce its will on the world and it knows that

this requires the possession of force. The

English are a practical people. They do not

take the trouble to discuss matters with men whom

they know to be incapable of resisting them.

With those whom they deem of equal strength

they usually agree to treat. To those who are

stronger than themselves they yield. This should

be a warning to the statesmen at the head of

our country. *Si vis pacem para bellum.*

The *Golden Tooth*. By J. MACLAURIN COBBAN.

London, George Bell and Sons.

Our readers will require no commendation of

this exciting story by Mr. MacLaurin Cobban,

which ran serially in these columns last year.

Those who did not then see it now have the

chance of securing it in book form in Messrs.

Bell's excellent Indian and Colonial Library

series.

THE SIBERIAN RAILWAY.

The Siberian Railway in its present condition

writes the *Times*, corresponds at Odessa,

but, apparently, bitterly disappointed many

of the hopes it originally raised. We have just had

a conversation with an officer lately returned

from the Far East, who confirms the rumours

which have been current for some time past in

connection with the dishonest practices carried

on by the contractors for the railway work

and by certain of the Government supervisors.

My informant does not hesitate to affirm that

the Government has in several cases been

imprudent in a most shameless manner by those

responsible for the efficient carrying out of the

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. CHEANG YUT PO is Authorized to Sign our Firm per Procuration from this date during my Temporary Absence from the Colony.

C. W. BISMARCK,
p. BISMARCK & CO.
Hongkong, 27th June, 1901. [1604]

WANTED.

AT the PEAK near TEAM STATION a COMFORTABLE HOUSE, FURNISHED or UNFURNISHED, from 1st NOVEMBER, 1901, to 30th APRIL, 1902.

"E."
Care of Office of this Paper.
Hongkong, 27th June, 1901. [1595]

FOR YOKOHAMA AND KOBE.

THIS H.A.L. Steamship
"SILESIA"
Captain Buhle, will be despatched for the above ports on SATURDAY, the 29th inst., at DAYLIGHT.
This Steamer has superior accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 27th June, 1901. [1602]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"DIAMANTE,"

Captain J. Rattenbury, will be despatched at above on SATURDAY, the 29th inst., at NOON.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOME'S & CO., General Managers.

Hongkong, 27th June, 1901. [1600]

THE OSAKA SHOSEN KAISHA, LIMITED.

ANPING (VIA SWATOW AND AMoy).
Company's Steamship

"YAMIDZURU MARU,"
Suzuki, will be despatched for the above ports on SATURDAY, the 29th

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th June, 1901. [1601]

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.

THIS Steamship
"LOONMOON,"

Captain Buhle, will be despatched for the above port on MONDAY, the 1st July, at 3 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SHEMSEN & CO., Agents.

Hongkong, 27th June, 1901. [1603]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THIS H.A.L. Steamship
"SILESIA,"

Captain Buhle, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optical Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Chains will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSON, SONS & CO., Agents.

Hongkong, 26th June, 1901. [1598]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CATHERINE APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M., on the 28th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSON, SONS & CO., Agents.

Hongkong, 26th June, 1901. [1598]

WANTED.

AT the PEAK, near TEAM STATION, a FURNISHED BUNGALOW or SMALL-SIZED HOUSE for a Bachelor, for 3 months from 1st July, 1901.

Apply—

E.
Care of Daily Press Office.
Hongkong, 27th June, 1901. [1599]

PORLAND CEMENT
J. B. WHITE & BROS
SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO..
Hongkong, 16th September, 1899. [1509]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 27th inst., at 11 A.M. at the Central Police Station, A QUANTITY OF SURPLUS STORES TERMS AS USUAL.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 25th June, 1901. [1585]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Acting Official Receiver to Sell by Public Auction, UNDER AN ORDER OF THE COURT,

SATURDAY, at 2.30 P.M., at No. 17, Des Voeux Road, above the Offices of the P. & O. S. N. Co., SUNDRY OFFICE FURNITURE, comprising—

TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, ONE LARGE COPYING PRESS and STAND, BOOK RACKS, &c. &c. Also

ONE REMINGTON and ONE HAMMOND'S TYPEWRITERS and ONE LARGE IRON SAFE, by Phillips & Sons, London.

And

A Quantity of COMMERCIAL CODES.

TERMS: As Usual.
The above are now on view.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 26th June, 1901. [1593]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held in the Offices of the General Managers, THIS DAY (THURSDAY), the 27th JUNE, at 4 o'clock, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 27th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th June, 1901. [1439]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Company's Offices, No. 4, Queen's Building, on SATURDAY, the 6th July, 1901, at 12.15 P.M., for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst. to the 6th prox., both days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23th June, 1901. [1547]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AINTERIM DIVIDEND at the Rate of Four per Cent. (One Dollar and Fifty Cents per Share) for the Six months ending 30th June, 1901, will be PAID on application to the Registered Shareholders in the above Company, on MONDAY the 8th July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to the 8th July, both days inclusive.

MEYER & CO., General Managers.

Hongkong, 26th June, 1901. [1594]

THE CHINESE ENGINEERING AND MINING CO. LIMITED.

INCORPORATED 21st DECEMBER, 1900, WITH A CAPITAL OF £1,000,000 IN SHARES OF £1 EACH.

NOTICE IS HEREBY GIVEN that the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA is Authorised by the CHINESE ENGINEERING AND MINING COMPANY, LIMITED (herein called the New Company), to issue to the Holders of Shares in the CHINESE ENGINEERING AND MINING COMPANY (herein called the Old Company) provisional Certificates for the fully paid up Shares of £1 each in the capital of the New Company to which the Shareholders in the Old Company are entitled under an agreement dated the 30th July, 1900.

Shareholders in the Old Company are entitled to receive 25 fully paid up Shares of £1 each in the New Company for every Share of 100 Tientsin Taels in the Old Company, and they are requested to lodge their Certificates at the Office of the said Bank either in Shanghai, Hongkong or Tientsin during banking hours on or as soon as possible after, the 3rd July next or to make the new Certificates to be made out.

The issue of Shares in the New Company will be made in Certificates of 5, 10, 25 and 100 Shares of £1 each, and Shareholders in the Old Company are requested to intimate on sending in their old Certificates the denominations required.

In the absence of instructions to the contrary Certificates will be made out for 25 Shares each. The bearer of a Share Certificate in the Old Company will be regarded as the person entitled to the Share represented thereby.

Further information may be obtained from the said Bank, or from Messrs. DRUMMOND and WHITE-COOPER of Shanghai, Legal Advisers to the Company.

Hongkong, 24th June, 1901. [1578]

WANTED.

A IMMEDIATE POSSESSION of an EUROPEAN HOUSE at Kowloon.

Apply, Stating Bent, &c., to—

STENOGRAPHER.
Care of Office of this Paper.

Hongkong, 23th June, 1901. [1582]

WANTED.

A YOUNG ENGLISH LADY desire to give Elementary and Progressive LESSONS in VIOLIN and PIANO. Intending Pupils may apply to—

T.
Care of Daily Press Office.
Hongkong, 19th June, 1901. [1590]

TUITION.

NOTICES OF FIRMS

NOTICE.

WE have Admitted Mr. WILLIAM JARDINE GLESSON & PARTNER in our Firm, and have Admitted Mr. WILLIAM ARTHUR CARRUTHERS CRUCKSHANK to SIGN our name per PROCURATION.

JARDINE, MATHESON & CO.
Hongkong, 24th June, 1901. [1572]

A. S. WATSON & CO., LIMITED.

Hongkong, 7th February, 1901. [1439]

P. LEMAIRE & CO.

Hongkong, 16th May, 1899. [30]

SIEMSSSEN & CO.

Hongkong, 16th May, 1899. [30]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	GLENCAIRY	Brit. str.	—	J. S. Stevenson	MCGREGOR BROS. & GOW	To-morrow.
LONDON	JAPAN	Brit. str.	—	C. C. Talbot, E.N.R.	P. & O. S. N. Co.	On or about 28th inst.
LONDON & VIA PORTS OF CALL	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 6th July, at Noon.
LONDON & ANTWERP	GLENENK	Brit. str.	—	J. Rafferty	MCGREGOR BROS. & GOW	On 11th July.
LONDON	PROMETHEUS	Brit. str.	—	H. Supner	BUTTERFIELD & SWIRE	On 15th July.
LONDON	ALGINOUS	Brit. str.	—	G. Anderson	BUTTERFIELD & SWIRE	On 23rd July.
LIVERPOOL DIRECT	GLENCAIRY	Brit. str.	—	Aubert	BUTTERFIELD & SWIRE	On or about 15th July.
BREMEN, VIA PORTS OF CALL	SACHSEN	Ger. str.	—	J. B. McMillan	MELCHERS & CO.	To-day.
MARSEILLES, LONDON & ANTWERP, V. STOKE, &c.	HITACHI MARU	Jap. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. STOKE, &c.	SYDNEY	Fren. str.	—	Schmidt	MESSAGERIES MARITIMES	On 1st July, at 1 P.M.
HAVRE, BREMEN & HAMBURG	WAKANA MARU	Jap. str.	—	v. Dohren	NIPPON YUSEN KAISHA	On 12th July, at Daylight.
HAVRE & HAMBURG	ACILLA	Brit. str.	—	Williamson	HAMBURG-AMERIKA LINIE	On 12th July.
NEW YORK VIA PORTS & SUZ CANAL	LOWTHIE CASTLE	Brit. str.	—	G. D. Bowles, E.N.R.	HAMBURG-AMERIKA LINIE	On 26th July.
NEW YORK VIA SUZ CANAL	INDRANI	Brit. str.	—	H. Pybus, E.N.R.	DODWELL & CO. LIMITED	On 9th Aug.
NEW YORK	ARABA	Amer. ship.	—	J. S. Cox	JALDINE, MATHESON & CO.	On or about 2nd July.
VANCOUVER, VIA MOJI, &c.	L. SCHEPP	Brit. str.	—	M. J. Currow	SHEWAN, TOME & CO.	On 10th July.
VANCOUVER, VIA SHANGHAI, &c.	TARTAE	Brit. str.	—	N. Tate	CARLOWITY & CO.	On or about 1st Aug.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	EXPRESS OF JAPAN	Brit. str.	—	E. G. Andrews	CANADIAN PACIFIC R. CO.	On 17th July.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	DUKE OF FIFE	Brit. str.	—	H. Pybus, E.N.R.	CANADIAN PACIFIC R. CO.	On 28th inst.
PORTLAND (OR.)	IDZUMI MARU	Jap. str.	—	J. S. Cox	DODWELL & CO. LIMITED	On 8th July, at 4 P.M.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 4th July, at Noon.
AUSTRALIAN PORTS	CITY OF PEKING	Amer. str.	—	Bahla	TOYO KISEN KAISHA	On 13th July, at Noon.
AUSTRALIAN PORTS	AIRLIE	Brit. str.	—	J. S. Thompson	PACIFIC MAIL S. S. CO.	Today, at Noon.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	F. Davies	GIBB, LIVINGSTON & CO.	Tomorrow, at 4 P.M.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 6th July.
KOBE & YOKOHAMA	TAIWAN	Brit. str.	—	N. Tate	BUTTERFIELD & SWIRE	On or about 14th July.
KOBE & YOKOHAMA	MAIDZURO MARU	Brit. str.	—	J. R. Rattenbury	SIEMESSEN & CO.	On 29th inst., at Daylight.
SHANGHAI & JAPAN	ANPING MARU	Jap. str.	—	S. Sellei	MESSAGERIES MARITIMES	On 2nd July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DAIGI MARU	Brit. str.	—	S. Garelham	P. & O. S. N. CO.	On 4th July.
ANTING, VIA SWATOW & AMOY	CHINKIANG	Brit. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 19th July, at Daylight.
FOOCHOW VIA SWATOW & AMOY	SUNGKIANG	Brit. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 16th July, at Noon.
TAMSUI	ROSETTA MARU	Jap. str.	—	K. Sobajima	BUTTERFIELD & SWIRE	To-morrow.
ILOIO & CEBU	DIAMANTS	Brit. str.	—	P. & O. S. N. CO.	P. & O. S. N. CO.	On or about 28th inst.
MANILA	TAIWAN	Brit. str.	—	N. Tate	SIEMESSEN & CO.	On 1st July, at 3 P.M.
MANILA	NIPON YUSEN KAISHA	Brit. str.	—	J. R. Rattenbury	MESSAGERIES MARITIMES	On or about 2nd July.
MANILA	NIPON YUSEN KAISHA	Brit. str.	—	E. G. Andrews	P. & O. S. N. CO.	On 5th July.
MANILA	NIPON YUSEN KAISHA	Brit. str.	—	G. Anderson	SIEMESSEN & CO.	To-day.
SHANGHAI & JAPAN	NIPON YUSEN KAISHA	Brit. str.	—	N. Tate	SIEMESSEN & CO.	On 30th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NIPON YUSEN KAISHA	Brit. str.	—	J. R. Rattenbury	SIEMESSEN & CO.	To-morrow.
ANTING, VIA SWATOW & AMOY	NIPON YUSEN KAISHA	Brit. str.	—	E. G. Andrews	SIEMESSEN & CO.	To-morrow, at 4 P.M.
TAMSUI	NIPON YUSEN KAISHA	Brit. str.	—	G. Anderson	SIEMESSEN & CO.	On 29th inst., at Noon.
MANILA	NIPON YUSEN KAISHA	Brit. str.	—	N. Tate	SIEMESSEN & CO.	On or about 14th July.
MANILA	NIPON YUSEN KAISHA	Brit. str.	—	J. R. Rattenbury	SIEMESSEN & CO.	SIEMESSEN & CO.

SHIPPING.

ARRIVALS.

June 25, THOMAS, American str., 256, J. Blethen, Shanghai 22nd June, General CHINESE.

June 26, WHAMPOA, British str., 1,109, Lavor, Canton 25th June, General—BUTTERFIELD & SWIRE.

June 26, HONGKONG, French str., 739, J. Palmer, Haiphong 23rd June, General—A. R. MARTY.

June 26, KACHIDAKE MARU, German steamer, 5,026, H. Supner, Yokohama 15th June, Shanghai 22nd and Foochow 24th, Mails and General—MELCHERS & CO.

June 26, CATHERINE APCAR, British steamer, 1,730, J. G. Olifent, Calcutta 8th June and Singapore 20th, General—DAVID SASSEON SONS & CO.

June 26, JAGUAR, German gunboat, 895, Berger, Pakhoi 24th June.

June 26, CHINOTO, British transport, 2,260, J. E. Williams, Wuchowai 21st June.

June 26, IRIDI, British transport, 5,400, C. Hugh, from Calcutta.

June 25, CROWTAI, German str., 1,115, Muller, Bangkok 20th June, Rice and Timber—BUTTERFIELD & SWIRE.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th June, 1901. [1427]

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at PORT DARWIN and QUEENSLAND Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE"

Captain St. John George, will be despatched for the above ports TO-DAY, the 27th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th June, 1901. [1427]

FOR MANILA

THE Company's Screw Steamship

"ROSETTA MARU"

3,411 tons gross. Captain N. Tate, will be despatched for the above port TO-MORROW, the 28th instant, at 4 P.M.

This Mail Steamer is provided with superior accommodation and, with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

A. S. MIHARA, Manager.

Hongkong, 22nd June, 1901. [1566]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY

THE Company's Steamship

"DAIGI MARU"

Captain K. Sobajima, will be despatched for the above port on SUNDAY, the 30th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th June, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

NOTICE:

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICERRY, MADRAS, CALCUTTA, DJHOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

SHIPS IN DOCK.

26th June.

ABERDEEN DOCKS.—KOWLOON DOCKS.—Juno, Union, Iris, Hail, St. Engel, Suez, Australian, Arthusa, OSMOPOLITAN DOCK.—Colonies, Munchen, Simonja.

SHIPPING REPORT.

The British steamer Catherine Apcar, from Culebra 8th June and Singapore 20th, had fine clear weather, light variable wind and smooth sea throughout.

NOT RESPONSIBLE FOR DEETS.

Neither the CAPTAINS, the AGENTS, nor any OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

C. Apcar, British str., J. G. Olifent.—David

Sassoon, Sons & Co.

COMPANIA DE FILIPINA, Amer. str., Dr. Miguel

Orts.—Brandau & Co.

SEA WICH, American ship, Howes — Master

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENCAIRY."

Captain J. S. Stevenson, will be despatched as above TO-MORROW, the 28th June.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 30th May, 1901. [1881]

"L. SCHEPP"

will load for the above port, and will have quick despatch.

For Freight, apply to

CARLOWITY & CO.

Hongkong, 3rd June, 1901. [1414]

FOR NEW YORK.

THE 3/3 A II American ship

Agent.

Hongkong, 18th June, 1901. [12]

FOR NEW YORK.

THE 3/3 A II American ship

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 27th June.
GLASGOW and LIVERPOOL	"DEUCALION"	On 2nd July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"GLAUCUS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th June, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPEVIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.
"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 15th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials, located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each ship ment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Blanken, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Woosung.

Bramble, gunboat, 710 tons, 6 guns, 1,339 h.p., Lieut.-Comdr. M. Leake, at Wuhu.

Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Barb at Hankow.

Buttom, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Baird, at Weihaiwei.

Centurion, daggership, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellico, C.B., at Taku.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakemham, at Hongkong.

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tillard, at Hongkong.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei.

Esk, gunboat, 1,113 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 3,700 h.p., in reserve, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty Pownall, at Canton.

Glory, battleship, 12,950 tons, Captain Frederick S. Ingfield, at Yokohama.

Goliath, battleship, 12,920 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hurley, at Weihaiwei.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Hercules, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cummings, at Hongkong.

Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,900 h.p., Capt. Stein, at Tsingtao.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Guilioch, Anny.

Kaiserin Elizabeth, Austrian cruiser, Capt. Mueller v. Elsheim, at Shanghai.

Kentucky, American battleship, 11,500 tons, Capt. Colby M. Chester, at Manila.

Korsant, French gun-vessel, 13 guns, 2,200 h.p., Captain de la Motte du Portail, at Saigon.

Kit, Russian torpedo-boat, 350 tons, Comdr. Kavarnsky, at Hongkong.

Koninklijke Wilhelmina der Nederlanden, Dutch cruiser, Captain J. P. von Rossum, at Saigon.

Korvetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Taku.

Kurfurst Friedrich Wilhelm, German flagship, Rear-Admiral Guisler, 10,100 tons, 40 guns, Capt. von Holzenhoff, at Singapore.

Leopard, Austrian cruiser, 1,500, Capt. Muller, at Suigen.

Lion, French gunboat, 4 guns, 500 h.p., Capt. Frost at Taku.

Luchs, German gunboat, 850 tons, 10 guns, 1,200 h.p., Comdr. Daelghardt, at Hongkong.

Mandjou, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kachaloff, at Foochow.

Manila, American gunboat, 2 guns, 750 h.p., Capt. T. H. Stevens, at Manila.

Marietta, American gunboat, 2 guns, 750 h.p., Capt. G. Green, at Manila.

Maria Theresa, Austrian cruiser, Capt. V. Bless Ritter v. Sambeleit, at Shanghai.

Monadnock, American double-turret monitor, 6 guns, 3,000 h.p., Capt. O. W. Farenholz, at Shanghai.

Monocacy, American gunboat, 6 guns, 850 h.p., Capt. F. M. Wise, at Taku.

Montevue, American monitor, Capt. G. W. Pigman, at Hongkong.

Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Yenial, at Taku.

Newark, American (flagship) cruiser Capt. McCullough, at Hongkong.

Now Orleans, American cruiser, Capt. J. T. Smith, at Shanghai.

Oregon, American battleship, 16 guns, 11,111 h.p., Capt. F. W. Diekens, at Woosung.

Ottoman, Russian armoured cruiser, 12 guns, 2,500 h.p., Comdr. Copriano, at Shanghai.

Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Shanghai.

Petrel, American gunboat, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Petropavlovsk, Russian battleship, 12,000 tons, Capt. Greivas, at Taku.

Piat-Hein, Dutch cruiser, Capt. J. Johnson, at Taku.

Polstava, Russian battleship, 11,000 tons, Capt. Ogeroff, at Nagasaki.

Princeton, American gunboat, 6 guns, 500 h.p., Comdr. Harry Knox, at Shanghai.

Rashonik, Russian cruiser, Capt. Komaroff, at Singapore.

Russia, Russian cruiser, Capt. Domojiroff, 22 guns, 14,500 h.p., at Taku.

Burk, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Taku.

Schwale, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Shanghai.

Seeadler, German cruiser, 1,000 tons, 8 guns, Comdr. Schatz, at Swatow.

Sovastopol, Russian battleship, 10,900 tons, Capt. Malentzky, at Nagasaki.

Silatich, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barranoff, at Port Arthur.

Sissoi Volky, Russian battleship, 14 guns, 8,500 h.p., Capt. Molten, at Taku.

Sivouch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soutatin, at Taku.

Som, Russian torpedo-boat, 400 tons, Comdr. Agiers, at Hongkong.

Strombol, Italian cruiser, Capt. Cicconi, at Hongkong.

Styx, French cruiser, 1,800 tons, Capt. Vincent, at Canton.

Surprise, French gunboat, 2 guns, 900 h.p., Capt. Mornet, at Hankow.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Hankow.

Vauvan, French gun-vessel, 11 guns, 4,560 h.p., Capt. Boutet, at Kwong-chow-wan.

Vetor Pisan, Italian cruiser, 1,000 tons, Comdr. Onofrio, at Shanghai.

Viper, French gunboat, 2 guns, 900 h.p., Capt. Morin, at Saigon.

Castino, American gunboat, 6 guns, 3,436 h.p., Capt. C. H. Arnold, at Shanghai.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. Schatz, at Swatow.

Telemachus, Brit. str., 1,379, Williamson, June 21, 1898.

Munich, German str., 4,691, Krebs, May 28, 1898.

Obi, British steamer, 1,951, Pinkham, June 11, 1898.

Obi, British steamer, 1,835, McNair, June 21, 1898.

Queen Adelaide, Brit. str., 1,835, McNair, June 21, 1898.

Rosetta, Maru, Jap. str., 3,890, Tate, June 26, 1898.

Nippon Yusen Kaihatsu, 5,026, Supper, June 26, 1898.

Melchers & Co., 5,026, Supper, June 26, 1898.

Eileia, German str., 3,128, Bahle, June 26, 1898.

Hamburg Amerika Linie, 3,128, Bahle, June 26, 1898.

Simonsen, Dutch str., 1,818, Sandman, April 18, 1898.

Alcock, British str., 2,064, Schell, June 12, 1898.

Doddell & Co., Limited, 2,064, Schell, June 12, 1898.

Obi, British steamer, 1,951, Pinkham, June 11, 1898.

M. B. Kaishu, 1,951, Pinkham, June 11, 1898.

<div data-bbox="654 877 950 889"

POST OFFICE NOTICES.

The America Maru, with the American Mail of the 29th ult., left Shanghai on Monday, the 25th inst., at 5 p.m., and may be expected here to-day.
The Amur, with the French Mail of the 31st ult., left Singapore on Tuesday, the 25th inst., at 5 p.m., and may be expected here on or about Tuesday, the 2nd July. This packet brings replies to letters despatched from Hongkong on 27th April.

MAILS WILL CLOSE.

V.O.C. PER DAY AND HOUR.

	Hankow	
Canton	Thursday, 27th, 1.00 A.M.	
Europe, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Sachsen	Thursday, 27th, 1.15 P.M.
Macao	Heungshai	Thursday, 27th, 3.00 P.M.
Kunming and Samshui	Taung	Thursday, 27th, 4.00 P.M.
Bangkok	Chinatown	Thursday, 27th, 5.00 P.M.
Singapore, Penang and Colombo	Hitachi Maru	
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne	Airlie	Thursday, 27th, 5.00 P.M.
Shanghai	Whampoa	Thursday, 27th, 5.00 P.M.
Canton	Yau Ma Tei	Thursday, 27th, 5.00 P.M.
Haiphong	Hongkong	Friday, 28th, 9.00 A.M.
Moj, Kobo, Yokohama, Victoria, B.C., and Tacoma	Duke of Fife	Friday, 28th, 11.00 A.M.
Shanghai and Nagasaki	Flintshire	Friday, 28th, 11.00 A.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Rosetta Maru	Friday, 28th, 3.00 P.M.
Manila	Sunkiang	Friday, 28th, 4.00 P.M.
Manila and Cebu	Diamantang	Saturday, 29th, 11.00 A.M.
Europe, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Sydney	Monday, 1st July.
Yokohama and Kobe	Tarawa	Registration, 10.00 A.M.
Brisbane, Sydney and Melbourne	Tarakan	Registration, 10.00 A.M.
Europe, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Chusan	Registration, 10.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Taiwan	Registration, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C., (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Empress of Japan	Letters, 11.00 A.M.

TO-DAY.

Sale, Surplus Stores, Central Police Station, Messrs. Hughes & Hough, 11 a.m.
Meeting of Shareholders of the Hongkong Cotton Spinning, Weaving, and Dyeing Co. Limited, 4 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

26th June.

ON LONDON.—	Telegraphic Transfer	1/114
Bank Bills, on demand	1/114	
Bank Bills, at 30 days' sight	1/114	
Bank Bills, at 4 months' sight	1/114	
Credits, at 4 months' sight	1/114	
Documentary Bills, 4 months' sight	2/04	
ON PARIS.—	Bank Bills, on demand	2/474
Credits, at 4 months' sight	2/51	
ON GERMANY.—	On demand	2.004
Bank Bills, on demand		
Meeting of Shareholders of the Hongkong Cotton Spinning, Weaving, and Dyeing Co. Limited, 4 p.m.		

COTTON MILLS.

Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Pts 100	Tls 100	(31 p. ct. for period ending 31/10/97)	Tls. 30
International Cotton Mfg. Co., Ltd.	10,000	Pts 100	Tls 100	3 p. ct. on account '98	Tls. 40
Lao-kung-mow Cotton Spin & Weav. Co., Ltd.	8,000	Pts 100	Tls 100	14 p. ct. on assessment	Tls. 55
Soy Chor Cotton Spinning Company, Ltd.	2,000	Pts 500	Pts 500	(\$8 on 6,000 shares) 4 p. ct. for period ending 31/12/97	Tls. 325
Yahloong Co. Spin. Co., Ltd.	7,500	Pts 100	Tls 100	None	Tls. 25
Hongkong Cotton Spin. & Weav. & Dyeing Co., Ltd.	12,000	\$100	\$100	88 cents per share	\$88
Oriente Hotel, Manila	7,000	\$50	\$50	10 p. ct. for year 31/12/97	\$70
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	\$1 per share for 1900	\$100

STEAMERS PASSED THE CANAL OUTWARD.—21st May.—Kherson, St. Petersburg, 24th May.—Min, Rangoon, Shirley, 28th May.—Silesia (Ger.), Pioneer, 31st May.—Boulder, 4th June.—Malacca, Devotion, Glamorganshire, Aclila, Klek, 7th June.—Kneuch, Meru, Arava, Jupiter, 11th June.—Kaisor, St. Irene, Erzherzog, Frau Ferdinand, Glenlogan, Wittekind, Glenroy, Erica, 14th June.—Barbary, Ernest Simon, Paroelus, 18th June.—Sturtjart, Borneo, Dresden, Batavia, Meridian, Oceano, Sitheron, 25th June.—Bingo Maru, Edderton, Mogul, Necker, Siluta.

HOMeward.—14th June.—Pyrrhus, 18th June.—Antenor, 23rd June.—Canton, Penruen.

ARRIVALS AT HOME.—25th June.—Ascania, Asia Maru, Konigberg, Marburg.

PASSERGES ARRIVED.

Per Catherine, from Calcutta, &c., Mr. J. R. Halifax.

Per Sachem, from Yokohama, &c., Mr. and Mrs. Grate, Mrs. E. George, Mrs. Gore, Mrs. Maitland, Mrs. Jackson, Messrs. J. M. Forrester, N. J. Brooks, M. Williams, J. C. Rampini, C. Le Bas Rickman, Mr. and Mrs. Wetherton, Mr. and Mrs. McGregor, and Mr. E. A. Grignon.

DEPARTED.

Per Bayern, for Shanghai, Messrs. J. Openheim, S. Pridorush, F. S. Rapp, Z. Shaper, H. Mandl, Mr. and Mrs. S. Menles, Mr. and Mrs. N. Zubarsky, Mr. and Mrs. A. Witzenau, Masters Francisco Guedes and Florindo Guedes.

Per Empress of India, from Hongkong, for Shanghai, Messrs. Geo. Samison and W. Ford, Tyler, for Nagasaki, Messrs. J. Molloy and D. Macdonald; for Kobe, Messrs. J. F. Duff and F. B. Shelly, for Yokohama, Surg. Geo. Gibson, Major H. S. King, Mr. H. E. Worrall, Lieut. W. T. Caulfield, Sir J. W. Carrington, Miss Carrington, Messrs. A. Hamptons and J. Lockett, for Toronto, Mrs. Ralph, for San Francisco, Mr. Geo. Thomas, Mrs. G. Hamlin, Mr. C. J. Andrus, and Lieut. D. McNulta; for Minaspolis, Mrs. J. W. McLean and two children; for Portland, Mr. H. R. Lewis; for London, Messrs. H. E. Allen, J. E. Eastwood, D. Miller, W. P. Owen, Mr. and Mrs. H. S. Westcott, Mr. and Mrs. D. Crystal, Mr. and Mrs. G. W. McEwen Bremer, Mr. W. T. James, Prof. and Mrs. Newall, Mr. C. J. Lafrentz, Mr. C. Le Bas Rickman, Miss Rickman, and Miss Polson from Yokohama, for London, Major H. Woolbert.

The O. & O. steamer Guat, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 22nd inst.

The T. K. K. steamer Hongkong Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 22nd inst.

The P. M. steamer City of Peking, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 22nd inst.

The M. M. steamer Amman, with the next French mail, left Singapore on the 25th inst., at 5 p.m., for this port via Saigon.

THE CANADIAN MAIL.

The C. P. R. steamer Empress of Japan left Vancouver on Tuesday, the 18th inst., a.m., for Hongkong via the usual Japanese ports of call.

MERKANTIL STEAMERS.

The N. P. steamer Cleopatra has arrived at Yokohama and sails for Hongkong on the 20th inst.

The P. & O. steamer Mataco left Singapore for this port on the 21st inst., at 5 p.m.

The O. & O. steamer Peleus left Singapore on the 22nd inst., at noon, and is due in Hongkong on the 27th inst.

VESSELS EXPECTED.

THE AMERICAN MAILS.

The T. K. K. steamer America Maru, with mails, &c., left Shanghai for this port on the 24th inst., at 3 p.m.

The P. M. steamer City of Peking, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 22nd inst.

THE FRENCH MAIL.

The M. M. steamer Amman, with the next French mail, left Singapore on the 25th inst., at 5 p.m., for this port via Saigon.

THE CANADIAN MAIL.

The C. P. R. steamer Empress of Japan left Vancouver on Tuesday, the 18th inst., a.m., for Hongkong via the usual Japanese ports of call.

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THE BRITISH MAIL.

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The P. & O. steamer Mataco left Singapore for this port on the 21st inst., at 5 p.m.

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